



**State of Florida
Department of Transportation
Florida's Turnpike Enterprise**

REQUEST FOR PROPOSAL

RFP-DOT-18/19-8002-WS

**RESPONSE TO QUESTIONS
GROUP NO. 1**

Question No. 1: Is it Mandatory to be on FHP Rotation to Bid on this Starr program bid?

Response: Yes. To qualify for the Specialty Towing and Roadside Repair (STARR) contract, vendors must be in compliance with FHP wrecker rules.

Question No. 2: What is the amount of annual tows performed by an awarded Tower 3a annually?

Response: Please refer to Appendix "B," Historic Service Calls by Sector.

Question No. 3: At the pre-bid meeting we were asked to put our thoughts about the rates into writing so that they could be addressed. We agree with all the comments posed by the other tow companies at the meeting, however; to avoid sounding redundant we feel the most important item to look at is that there is no pricing for a rotator which has been specifically requested numerous times by FHP over the course of this contract.

Response: The Class C rates are the maximum rates that a vendor can charge for a rotator. Please refer to Appendix "D," Maximum Rates and Fees.

Question No. 4: As a current STARR contractor I am concerned the there is not even the slightest increase in the maximum to rate, yet the Permit fees have risen. I assume this was done do to and increase in the cost of administering the program. We too have seen a drastic increase in costs related to Labor, Insurance, Repairs & Vehicle replacement, Lake County has adopted a Non Consent Police tow rate the is \$60.00 higher and the mileage rate is .50 cents greater on Class A Tows.

As you know government can move slowly to adjust and the local counties are working on the needed increases to keep the private part of these partnerships able to survive the rising cost of overhead. please consider this as the rates listed

are almost to Low to operate profitable and continue to provide that much needed quality employee the compensation that is well deserved.

Response: Please refer to Addendum No. 2 dated September 12, 2018.

Question No. 5: Under this contract, the turnpike has awarded themselves a near 20% increase in permit fees over the last awarded contract, I assume it is because of the cost of maintaining the program. How can it be expected that your vendors not see the same increase in fees?

Also, would it not stand to reason that as stated in 15b of FHP rules, the rates are to be set by the state only if a county has no price structure or ordinance. If a county has an ordinance in place would that not set the fees for a non-consent tow done in that county?

Response: Please refer to Addendum No. 2 dated September 12, 2018.

Question No. 6: **Cited from RFP-DOT-18/19-8002-WS**
Management and staffing it states under Tow Operator qualifications
Tow operator participation in the program is dependent upon compliance with FHP wrecker rules and Policies

Cited from FHP 15b

15B-9.003 Call allocation System

(3) To be eligible for inclusion on the wrecker rotation list to tow in a particular zone, the wrecker operator's place of business must be located in that zone.
5,(c) If there is not a qualified operator in a particular zone, the Division director or his designee may designate qualified out-of-zone wrecker operators to be called in that zone.

15B-9.011 Storage Facilities

(1) Wrecker operators shall provide storage facilities which shall be maintained at the operator's place of business and located within their assigned zone. These facilities must be fenced and locked for the protection of vehicles and property.

My question is this

As sector 6b covers 3 counties and 2 different FHP zones, one could conclude that the nearest eligible operator would be selected in the allocation process. Would this be a correct statement?

Response: The STARR contract is a standalone contract for towing and roadside repairs. The Turnpike and FHP Troop K does not have a call allocation system and therefore, the portions of 15B noted here do not apply to the STARR contract.

Question No. 7: Will the rate structure be addressed?

Response: Please refer to Addendum No. 2 dated September 12, 2018.

Question No. 8: Does each vendor responding to this bid have to have their place of business located in the sector or zone that they are proposing for the contract?

Response: No. Vendors are to submit an operations plan in which the distance from the place of business to the Turnpike is noted and this distance is considered in the scoring process.

Question No. 9: Please clarify the obvious effects of the FHP Wrecker Rules 15b-9 in determining location, doing business with FHP as FTE vendors and adopting the county rates established through FHP 15b-9.005.

Response: The STARR contract is a standalone contract for towing and roadside repairs. The Turnpike and FHP Troop K does not have a call allocation system and therefore, the portions of 15B noted here do not apply to the STARR contract.